

French Broad Hustler

and
Western Carolina Democrat

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FLOOD AT BAT CAVE AND CHIMNEY ROCK CAUSED THE LOSS OF EIGHT HUMAN LIVES

A total of eight persons was the toll of human life taken by the recent floods in the Hickory Nut Gap section of Henderson and Rutherford counties. Three of these were at Fruitland, a small village about midway between Hendersonville and Bat Cave, four were drowned at Bat Cave and one at Chimney Rock. Two bodies of unknown persons were seen going down the river and it is thought they were from McDowell county. This information was brought into Hendersonville by Dr. L. B. Morse, one of the owners of the Chimney Rock scenic highway, who spent yesterday out there inspecting the damage done by the floods.

Isaac Conner, and Marie Freeman, were drowned at Fruitland, and a seven-year-old son of Tilden Freeman of the same place died as a result of injuries sustained while trying to reach safety.

Mrs. Edgar Huntley and two children and a Miss Hill were lost in the flood at Bat Cave, and M. B. Hall of Green Hill, N. C., was drowned while trying to cross the river at Chimney Rock. Hall was a workman on the Chimney Rock road. The report that two other workmen on this road had lost their lives, was without foundation.

Dr. Morse said people living in the Hickory Nut Gap from Bat Cave and Chimney Rock on down into Rutherford county are completely paralyzed as a result of the disastrous flood which swept through the gap Sunday. He got as far as S. Creaman's by conveyance and was forced to wait the rest of the afternoon, back and forth, a distance of about 20 miles, in order to get to his property at Chimney Rock, going over Sugar Loaf mountain on the way.

The view from the cliff on Sugar Loaf is beyond description. The face of the whole country is changed and the devastation is staggering.

The bridges on Rocky Broad river at the entrance to the Chimney Rock scenic highway are all gone, and every island in the river at that place has been completely washed away. The new Chimney Rock highway stood the attacks of the flood pretty well, and with the exception of the loss of

bridges and abutments and several slides, is not badly damaged.

The Asheville-Charlotte highway between Bat Cave and Chimney Rock is entirely washed away and yesterday it was impossible for a person to make the trip between these places even on horse back. Instead of just washing the road in places, the water from the river made a clean sweep of the road-bed.

The Chimney Rock company will put in a temporary bridge on their highway across Rocky Broad river conditioned upon the rebuilding of Asheville-Charlotte highway from Bat Cave to Chimney and the building of a temporary bridge at Bat Cave. This will be done to accommodate the tourists and others from Asheville and Chimney Rock who wish to visit the "Chimney." No prophecy can be made as to the road below Chimney Rock, as the Rutherford county officials will have to be given time to work out the situation to the best advantage.

A horse back trail is being established from Bat Cave to Chimney Rock and a wire suspension bridge will be built over the river at Bat Cave. Persons in this section are running short of food and this is being established to carry supplies from S. Creaman's over to the stricken section.

The sand-clay road from Hendersonville to Bat Cave stood the flood remarkably well, barring a few washouts and the loss of bridges the road will need little or no repairing.

Jerome Freeman's house, Esmeralda Inn and Mountain View Inn are still standing. A big slide just back of Mountain View precipitated dirt, mud and rocks, against the rear of the house and the same thing occurred at the back of the garage.

There were about twenty slides, in all as counted from the top of Sugar Loaf mountain. A remarkable thing about the slides is that they nearly all occurred on the north side of the mountains. This is probably accounted for by the thickness of vegetation, the laurels and rhododendrons which grow luxuriantly on the south side of the mountains, thus holding the soil together more compactly.

JUDGE EWART ANSWERS EDITORIALS IN MONDAY AND TUESDAY'S ASHEVILLE CITIZEN

Judge H. G. Ewart of Hendersonville, wrote the following letter to the Asheville Citizen, replying to their editorial relative to the building of artificial lakes in Western North Carolina.

The letter follows:

Editor Citizen:

In your special edition 17th inst. you editorially say:

"If, as reported, the bursting of the dams forming Osceola, Kanuga and Highland lakes in Henderson county was responsible for the terrible flood that devastated Biltmore and the lower section of Asheville yesterday, the legislators of North Carolina, at the next meeting of the general assembly, should take prompt action to prevent the building of artificial lakes in the mountain section of the state."

"Had it not been for the bursting of these three dams yesterday, five people who are now dead may have been alive and millions of dollars of property damage would have been averted, as the rains of the past few days, even when augmented by the cloudburst of yesterday, would not have been sufficient to raise the waters to the danger point."

And again in your edition of 18th inst. you say:

"Returning to the discussion of the destruction of lake dams, which is largely responsible for the disastrous flood which swept this section, The Citizen maintains that future legislation should forbid the construction of artificial lakes in the mountain sections of this state—unless such lakes should be constructed under state supervision. We never learn a lesson until it is driven home to us with irresistible force, and now we are convinced that had the precaution which we now urge been exercised in the past, the lamentable story of yesterday would not have been written. Perhaps we should not be so extreme as to say that the construction of all artificial lakes should be barred in the future, but we insist that the state of North Carolina should stand back of every artificial lake to be laid out in the future. The broken dams of Lake Kanuga and Lake Osceola tell their own story, and while under the circumstances it is hard to place the responsibility, if it can be placed at all, there is no doubt in our minds should stand even greater tests than the onrushing waters of Sunday presented."

While I fully agree with you in the general proposition that lakes covering a considerable acreage, and built solely for speculative or pleasure purposes, should be under the immediate supervision of competent engineers designated by the State, I must be allowed in common with hundreds of the citizens of Hendersonville to express amazement and surprise at the publications made above. The dam at Osceola, just outside the limits of this town, a small lake covering perhaps ten acres of ground gave way at 2 a. m. Sunday. Below the dam stretches Mud Creek valley, almost a

dead level, and covering hundreds of acres. This valley was already flooded by a rain that had almost continually fallen for six or seven days. It is ten miles to the mouth of Mud Creek, and but little fall from Hendersonville to the French Broad. The dam at Kanuga did not give way till 10:15 Sunday morning and it was an hour before its waters reached Hendersonville, 8 1-2 hours after Osceola was emptied. The waters from both these lakes flow into the French Broad and not into the Swannanoa river as you seem to imagine. You might as well conclude that the terrible disaster on the Broad river at Bat Cave was attributable to the breaking of the dams at Osceola and Kanuga as to charge the losses of life and property at Biltmore to the bursting of these dams. You appear to lose sight of the fact that at 2 a. m. Sunday the waters of the Swannanoa were two feet over the floors of the wood-working plant at Azalea, that in your Sunday's edition you reported the French Broad as being at its highest point in nearly thirty years, and that torrential rains were still falling. As a matter of fact every life lost, and every dollar of damage done, had been done before either of the dams referred to had broke. Owing to the immense acreage of land covered by water in the Mud Creek valley, and the almost imperceptible fall from Hendersonville to the mouth of Mud Creek the waters necessarily had little momentum, and when the reach of the French Broad had little more effect in that raging stream than the coating of a pebble in the Gulf of Mexico. Hendersonville was directly in the path of these lakes, and barring the loss of one or two small bridges (and the destruction of growing crops on the lands in the corporate limits on Mud Creek not a life was lost, or a dollar's worth of property destroyed). Your statement that two lives were lost in Hendersonville by the flood is erroneous. Both of these parties were drowned near Edneyville, nearly twelve miles from here.

The flood disastrous as it has been in other sections of the country has not affected Hendersonville in the slightest particular. Its light, water and ice supply has been intact and it has promptly gone to the relief of the sufferers of its own county.

The monetary loss is rapidly falling from the original estimates, and with all our losses, we hope to pull through and be as cheerful as possible, but we do most respectfully protest against the utterly unfounded charge that the breaking of two dams across (2) small lakes caused the terrible loss of life and property at Biltmore-Asheville. Bat Cave, Brevard and other points.

It was the great forces of nature pitted against the feeble work of man that caused what will go down in the local history of Western North Carolina as the great flood of 1916.

Very sincerely,

H. G. EWART.

HENDERSONVILLE CITIZENS DISPLAY OPTIMISTIC SPIRIT

The story of the flood of Sunday is very well known by everybody and it is unnecessary to go into details. Hendersonville, happily, was not so hard hit by the heavy downfall of water, and today is a beautiful spot untouched by the flood, with plenty of food, water and other necessities of life. Visitors are being well cared for and those in remote sections who were hard hit by the flood are being succored until they will have time to reorganize and take stock of their belongings.

Besides the regular road forces, hundreds of volunteers, including many of our prominent citizens, are hard at work opening up the various highways radiating out of Hendersonville, and rapid progress is being made.

While the county suffered heavily from the loss of bridges, this was about the only damage done to the roads and as fast as bridges are being built, roads are being opened up for travel.

The spirit of a mass-meeting held in the court house Tuesday evening on call by the secretary of the local board of trade, was most optimistic, and it is this spirit that will enable Hendersonville to hold her own against the adverse reports that have been sent out. The town was not hurt and it is all here still. Not a single loss of life occurred in Hendersonville and for this we are all thankful.

True, there were persons living along Mud Creek who were concerned about their homes, a number of them being flooded with water, but none was washed away, and the damage when the water receded was found to be insignificant. Some of the crops in the bottom lands are a total loss, but this will not inconvenience the people as a whole and the few sustaining damages can be cared for without outside aid. First hand reports of the enormous loss of crops and property in Henderson county, dwindled fully 75 per cent when the facts became known.

The Southern Railway was probably the hardest hit of any individual corporation, and one person high up in railroad circles expressed the opinion that the recent storms, including those all over the south prior to the one here, would put the railroad in

the hands of a receiver. But it is hoped that it will not be that bad, and that the company will emerge from the flood damage on the side of financial safety. Every available man south of Washington that the Southern railway has is now at work rapidly clearing up the lines that were hit by the flood, and it is expected that trains will be operated over even the hardest hit lines within thirty days and train service out of Hendersonville to Spartanburg it is thought will be established by Saturday or Sunday, though passengers may have to be transferred at Melrose.

It is up to our people to make the best of the situation and we are confident the flood will have no serious effects upon our town.

ONE HUNDRED AND FIFTY CARS STRANDED IN GREENVILLE.

Reports that 150 automobiles bound for the mountains were stranded in Greenville, S. C., by the flood was verified over the telephone by P. F. Patton, county supervisor of roads. Miss Mitchell who conducts a bureau of information at the passenger depot, has wired these people to come on to Hendersonville as soon as the road is opened and that we were able to take care of any number of tourists.

"DUMB GIRL OF PORTOCL"

Manager Lester of the Strand Theatre states positively that Mme. Pavlova will be seen at the Strand tomorrow in the great picture, "The Dumb Girl of Portici." In the large display ad in this issue through an oversight the name of the theatre playing this attraction here was not given.

JORDAN'S MILL TO BE RUNNING WITHIN A MONTH.

Mr. W. C. Jordan states that his flour mill will be running inside of a month and that the damages were not so bad as reported.

M. L. Shipman, commissioner of labor and printing, is attending a meeting of the state commissioners in Buffalo, N. Y.

FOUR DEATHS REPORTED FROM TRANSYLVANIA COUNTY

Added to the deaths reported from Brevard is that of John Heath, Jr., and the fatal injury of Mrs. John Heath, Sr. of the same place.

Brevard, July 18.—By Telephone—Caldwell Sentelle, his wife and daughter were killed here by a land slide in which it was thought five more had been killed. They were dug out of the mountain and sustained many injuries. They had been buried alive in the heaping refuse of the mountain side. The fatalities occurred about 6 miles west of Brevard.

The flood was severe in causing many landslides throughout the county. Numbers have been reported all

ready and it is feared that more deaths will be heard from later.

The waters of the French Broad river rose to the first floor of the Deaver Patton store at Pisgah Forest. Enormous damages have been sustained by the various lumber concerns along the Toxaway division of the Southern railway.

Owing to the slides it is said that the entire course of the river has been changed from where it has ever run before.

Brevard has been completely cut off since the storm began until Tuesday morning when the lines were completed.

There had been nothing heard from Lake Toxaway Tuesday morning in Brevard.

ROAD TO ASHEVILLE THE FIRST OPENED.

Quick Work Enabled Cars to go Through to Asheville Tuesday Afternoon.

The highway from Hendersonville to Asheville was the first one opened for through traffic out of Hendersonville. By hard work the road was opened Tuesday afternoon and Postmaster Bryson and J. J. Rhodes of Hendersonville, were the first to go through. They brought back with them a quantity of mail.

Following these gentlemen numerous cars made the trip and found the

road in splendid condition most of the way. A wide detour has to be made via the Howard Gap road from Naples to Fletcher, on account of a washout on the regular road, but this caused slight inconvenience.

Other roads out from Hendersonville are being rapidly opened up and several days more work will give many miles of highway in good condition for use of the citizens and visitors.

Road conditions in the county are not near so bad as was first reported, and barring a few washouts and the loss of bridges, they are as good as ever.

BOOSTER MANAGER "DROWNS IN VOTES" AS DELUGE FROM CONTESTANTS POURS IN OFFICE

ALL CASH COUPONS GIVEN BY BOOSTER HOUSES NOW BEAR TIME LIMIT. BOOSTERS NOTIFIED TO LOOKOUT FOR DATES AND NOT TURN IN COUPONS TOO LATE.

In face of the intense excitement over the disastrous floods, the office of the Booster Manager was a very busy spot on Monday and Tuesday, the last two days in which coupons, etc., issued before 15th, could be turned in for voting certificates. Had out-of-town Contestants been able to get in with their coupons, receipts and orders for trade books on these days it would have taken half dozen people busy counting and issuing regular voting certificates. All Booster Candidates, who could possibly get here, turned in everything they had up to and including the 15th. All in District No. 1 were able to report on schedule time but only one or two Contestants in District No. 2 could make it, hence under the extraordinary circumstances the Booster Manager was compelled to extend the time limit to many of the Boosters in No. 2 until it is possible for them to get to town. While the Manager communicated with all candidates he could over the phone in District No. 2, advising that the time would be extended to all who could not report, there are several he could not reach and requests that we state for the benefit of such contestants, that all who were unable to get in on account of the floods may report at earliest possible time with coupons, receipts, etc., secured up to and thru July 15th and same will be honored. It is absolutely essential to turn this matter in just as soon as you can reach the city. All Contestants heard from this week are putting on extra steam on account of Special Prize Period which started Monday and is to continue three weeks. Nearly \$100 in special

prizes are being offered by the Booster Houses, as announced last week, and the candidates are going after these with a vim while racing for the Automobiles and \$100 Diamond Rings which are to be given away at the end of the main contest—August 26th. Subscriptions are beginning to pour into the Hustler at a rapid clip—all after one of those \$15 watches. The list of Booster Contestants, as given below, has not increased in number since last week; one or two have discontinued the race in order to support some other Booster.

Booster Contestants are now as follows:

DISTRICT NO. 1.

M. Lance Read,
Pete Gianakos,
Miss Catherine Brown,
Miss Hazel Russ,
Miss Ruth Cowart,
Dorothy Waldorp,
Mrs. A. M. Gover,
"Alf" Glazener,
Dr. E. P. Mallett,
Mrs. L. M. Dodameade,
Mrs. M. A. Brown,
Reginald Young,
Chief Otis Powers,
Miss Bessie Aiken,
R. J. Alderman,
Hortense Guice,

DISTRICT NO. 2.

Miss Laura Brown.....Laurel Park
Miss Natalie Jones.....Flat Rock
Miss Ellie Pace.....E. Flat Rock
Miss Sallie Kate Edney.....Dana
Miss Sue Allen.....Mills River
Miss Annie Hyder.....Route 1
Miss Lexine Davenport.....Horse Shoe
Miss Sallie Mae Sumner, Indian C. P. K.
Mrs. W. W. Sims.....Hilgirt
Thomas Lowndes.....Flat Rock
Miss Jennie Garren, Shaws Creek Road
Jos. Brittain.....Fletcher
D. T. Freeman.....Bat Cave.
Mr. Gresham.....Kanuga
E. J. Anders.....Route 6
W. J. Bishop.....Saconon.
William Penny.

HENDERSONVILLE SHINES THROUGH A CIRCLE OF GLOOM

(By Old Hurraygraph.)

Hendersonville shines through the encircled flood gloom like a tiara, gemmed with all the costliest jewels of earth. Hendersonville is not only beautiful in scenery, but is also beautiful in golden deeds, and works that make life worth living, and add cheer and comfort in a season of calamity, when stout hearts quail and sink in despondency, and hope lies flickering in the valleys. From mountain peaks radiate the beams of Hendersonville's sunshine of encouragement; her Spartan courage; and the spirit of her Christian brotherly love. It all shines as the stars through the curtains of night.

The mayor of Hendersonville, in overalls, working on a bridge with others of his fellow citizens, to open up the highways of this county; sturdy, business men leaving their business, and volunteering to work on the roads—and doing it; others sending hands and teams; all contributing to the necessities of those who had all of their worldly goods swept away; the county officials, and the town people sending out loads of provisions to the destitute of Bat Cave, where the flood damages seem to have been the worst in the county. The spirit of a public meeting, held in the court house Tuesday evening, attended by a large audience of both men and women and tourists, was peculiarly beautiful in the sentiments expressed, and the desire to aid their fellow-sufferers, and open Henderson county to easy travel in all directions. The determination manifested on this occasion will accomplish the ends desired. The heart of Hendersonville is throbbing and pulsing with human sympathy, hope, cheer and help for the unfortunate, and the determination to help herself first. Fortunate in escaping any serious damage, and the ravages of the flood, Hendersonville is in her normal condition for entertaining visitors, and the large number here now are in hearty accord with the residents. Tourists, last evening, desired to contribute their aid the needs of the hour; Asheville generously offered to co-operate with Hendersonville in relief to Bat Cave sufferers; Hendersonville appreciated all of the offers, but in her Spartan manliness, said "we believe in doing our best for our own before we ac-

cept outside aid. "Such is Hendersonville's spirit to help herself; and she is going to do it, and is doing it now."

With praises and thanksgiving for the happy condition prevailing in Hendersonville during the flood, and that now exists, the hearts of this people are open to every generous impulse, and is lovely in its expression. Three passenger trains were marooned here for four days. Mr. Howell Cobb, proprietor of the Carolina Terrace, appreciating the cramped condition of the 260 passengers on board, extended an invitation to the Pullman conductors to bring the passengers up to Carolina Terrace, for entertainment, and free access to the hotel and beautiful grounds for recreation, with the encouraging and cheering greeting, "We have more heart than we have hotel. Bring up the passengers and feel the place belongs to you, and I shall feel real pleasure in having you." Quite a number visited Carolina Terrace.

This is the spirit of Hendersonville, and Henderson county, today where the tourists are given the glad welcome, with all the accommodations today they would have had before the floods.

AUTO MAIL ROUTE TO BE ESTABLISHED FROM ASHEVILLE

Postmaster S. Y. Bryson has received a telegram from Washington at the Postoffice department telling him to receive bids for the transportation of mails twice a day from Hendersonville to Asheville and return by auto.

For several days the mails have been transferred under the personal supervision of Postmaster Bryson in automobiles owned by citizens of Hendersonville that were loaned for the purpose.

The government is willing to hire regular automobiles for the mail trip and it is not thought that very much time will be lost in getting mail out of Asheville from now on.

Tom J. Shipman of Brevard spent awhile in the city on business today. He returned by auto.